



Minnesota Transportation Museum

MINNEGAZETTE

January/February 1982

About the Cover

Our cover photo shows Chicago & Northwestern steam engine No. 2908, the "400," leaving Chicago for the "400 miles in 400 minutes" passenger train trip to the Twin Cities. This class E-2-A engine, originally remodeled for the "400," later found duty on the Madison and Wisconsin Division passenger trains. The city's historic Merchandise Mart is the huge building at the left. Photo courtesy of C&NW. Submitted by **Bill Marshall**.



Loan Will Help Twin Ports

The Onan Family Foundation has loaned the MTM \$20,000 for the purpose of restoring and renovating passenger equipment. David Onan is the principal figure from the Foundation, and his perspective and reasoning for authorizing this loan reflects admirably on the members of the MTM and their quality efforts this past railroad operating season.

Mr. Onan (to quote president Bill Graham in a recent memo) "...has lavishly praised the Museum for bringing our exhibits to the communities and for allowing thousands to participate in our activities...."

The initial overture to the Onan Foundation was to purchase the ex-Milwaukee Road Skytop lounge car Coon Rapids, offered for sale in Trains Magazine this past summer for a minimum bid of \$20,000. The acquisitions committee regards a Milwaukee Road Skytop as a principally important piece of historic (indeed 'celebrated') Midwestern rolling stock, and a proposal was prepared for the Onan Foundation seeking a loan to acquire Coon Rapids.

Officers of the MTM subsequently inspected the car in Escanaba, Mi., and judged it to be worth less than the asking price. A letter was then sent to the seller expressing

Membership Meeting and Election Jan. 12

Notice is hereby given, in accordance with the Bylaws of the Minnesota Transportation Museum, that the annual meeting of the MTM will be held at 7:30 p.m. on Tuesday, January 12, 1982 at the Burlington Northern auditorium at 176 E. 5th St. in downtown St. Paul for the purposes of hearing reports on the operation of the Museum, electing officers for 1982, and transacting such other business as may properly come before the meeting. An entertainment program, still being formulated, will follow the meeting.

(only) an interest in the car, and no reply was ever received. Phone calls went unanswered.

Meanwhile, the MTM owned former Great Northern parlor observation car Twin Ports, slated for future restoration. A critical factor in its restoration was the acquisition of parlor car seats--the Twin Ports having been stripped of such furnishings. The Milwaukee Road, it was discovered, had a parlor car (the Spring Valley) with such seats, and the MTM purchased this car, removed the parlor car seats for Twin Ports, and (by prior arrangement) resold the Milwaukee Road parlor car body to a private party in Brainerd.

The Onan Family Foundation was then advised of our newfound opportunity to restore Twin Ports to operating condition, and they agreed to loan the MTM \$20,000--funds originally intended for Coon Rapids and now dedicated in part to an equally-historic parlor car, Twin Ports, already in our shops.

As much appreciated as the money is the expression of confidence and encouragement that the Onan Family Foundation has conveyed to the MTM. The loan, and the expression of support, are accepted with sincere thanks.

Dennis Johnson, VPPR

President's Message

Only in a museum can you find a streetcar line and a passenger railroad which, for the most part, make expenses and grow each year. Museums have found the secret of corporate success. We have abolished wages and do our thing purely for enjoyment.

In such an organization, it is essential to have a management group which is persistent but forgiving, highly motivated, and capable of team work. They call the volunteers, see that they have something to do when they show up, solve problems, find resources, take complaints, and do the needful.

In 1981, we did some amazing things which have received community and nationwide attention. I am proud to have been CEO during this time, remembering that many outstanding managers made it all happen. Particularly, I want to thank **Bob McNattin, Ray Bensen Jr., Grant Arneson, Bob Ball, Mike Buck, Scott Heiderich, and Dennis Johnson** for their inspiration and forbearance. My thanks also to the Museum's Directors At Large, **Tom Lamphier, Barney Olson, and Frank Sandberg**, for their wisdom and help, without which we still would be inside the yard limit.

And thanks to you, the members, for doing work and demonstrating that railroad transportation, past and future, is important to our lives.

Bill Graham
President, 1979 - 1981



Published bi-monthly for members in good standing of the Minnesota Transportation Museum, Inc.

Articles and photos of museum interest are always welcome and will be returned upon request.

Please address all communications to the editor,

Fred Rhodes, MinneGazette
Post Office Box 1300
Hopkins, MN 55343

The 1982 MTM Board Candidates

The nominees for the officers of the Minnesota Transportation Museum for 1982 are as follows.

President	Frank Sandberg
Executive vice president.....	Bob McNattin*
Vice President, Traction.....	Mike Buck*
Vice President, Railroad	Bob Clark
Vice President, Restoration.....	Frank Bifulk
Vice President, Public Relations	Dennis Johnson*
Secretary	Tom Mega
Treasurer	Grant Arneson*

At the annual meeting of MTM on January 12, 1982, the above slate of candidates will be submitted for nomination for the consideration of those voting members present. In making these recommendations for officers, this committee endorses them as being best qualified to carry out the functions of each respective office, and to advance the goals and objectives of the Museum during the coming year.

In accordance with the Museum's Bylaws, nominations from the floor can be made for any one of the above offices. A new nominating committee to select candidates for the 1983 board also will be selected at the annual meeting.

Be sure and attend the annual meeting and for those active members—**VOTE!**

The 1982 Nominating Committee
George Isaacs, Frank Sandberg, Larry Schreiber

(*Incumbent)

1982 MTM Dues

Now is an opportune time to renew your membership privileges in MTM. Since you have no doubt enjoyed your affiliation during the past year and in most instances for many previous years, extending your membership into 1982 at this time will assure your enjoyment of many good things.

FAMILY	\$20
ACTIVE	\$15
ASSOCIATE	\$10

Please choose among the following your desired status in MTM. Some members are already paid through 1982 so check your MTM membership card for the expiration date. If it reads Dec. 31, 1981, now is the time to renew. Make checks payable to **Minnesota Transportation Museum**.

Mail dues payment to: Minnesota Transportation Museum, Inc., **Raymond R. Bensen Sr.**, Membership Secretary, 4832 York Av. S., Minneapolis, MN 55410. Phone (612) 922-4706.

Nameplates

New official, railroad and traction division-endorsed name badges are now available from **Phil Epstein** (phone (612) 825-4910) in the following two formats:

1. Pin badge for \$5 (tax incl.)
2. Pocket clip badge for \$6.50 (tax incl.)

The pin badge (as pictured) measures 1-1/4 x 4 in. overall, while the pocket badge is somewhat smaller. The badges are available in two colors:

1. The Traction Division carries black lettering and museum logo, embossed in a "streetcar yellow" background.
2. The Railroad Division carries white lettering and museum logo, embossed in a "steam engine black" background.

The name badge has been officially endorsed by both divisional chairpersons of the museum as a standard uniform for inclusion with apparel worn at museum-designated/sponsored events. It is hoped that members will consider these items (possibly both if they work on both streetcar and railroad operations) when contemplating the purchase of a name badge.

Thanks For Helping...

Thanks to **Ben Curry** for the donation of classification lamps and extra lenses (from an old N.P. A4 steam locomotive) which were installed on our N.P. steam engine No. 328.

Thanks to the Ramsey County Historical Society for all of their help in

the Lilydale steam operations and particularly the following people, the last two of which are new MTM members.

Jim Stolpestad, President
Tom Kelly, Board of Director
Virginia Kunz, Director
Tom Mega, Staff Member
Tim Glines, Staff Member



New nameplates authorized for MTM operations. Upper plate (white print on steam engine black) is for railroad operations; the lower plate (black print on streetcar yellow) is for streetcar operations. Nameplates are shown actual size.

Como-Harriet Ends 11th Season

As October 1981 drew to close, so did 11 years of scheduled revenue operations at the Como-Harriet Streetcar Line. Over the past 11 summer seasons, the CHSL has transported in excess of 474,636 passengers. The museum has, in countless thousands of cases, rekindled fond memories for those who operated, and for those who rode the cars of the once proud Twin City Rapid Transit Company.

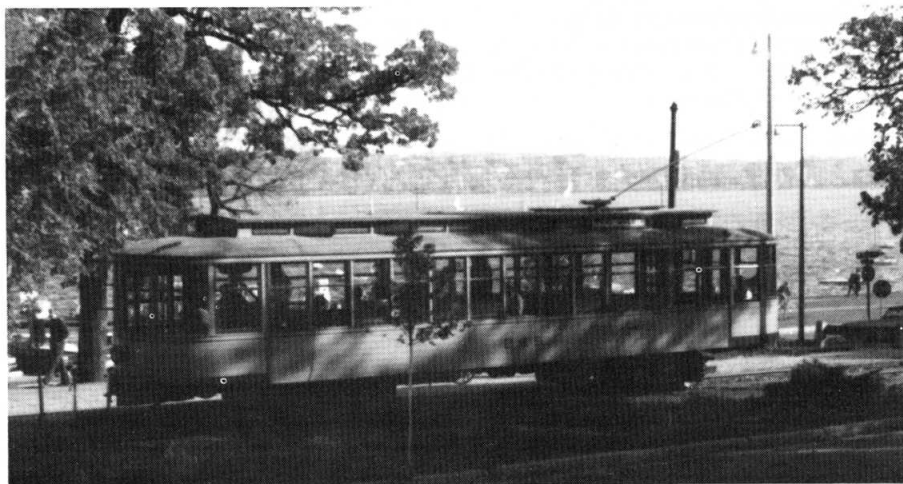
More than mere existence of a trolley has contributed to the success for the Minnesota Transportation Museum at the Linden Hills operating site. A maintained vehicle and right-of-way, a rail yard area in blend with its residential community, and a laudable safety record and operations program.

Possibly, most significant, the Como-Harriet Streetcar Line must be interpreted as being a complement of people! People who, whether they be in operations, maintenance, or restoration, view the CHSL as possibly more than a leisure time activity, as possibly more than a once-a-week hobby, as possibly more than a social outlet for one's life—that their participation is a contribution to a replanted, nourishing and thriving historical symbol in Minnesota's transportation history.

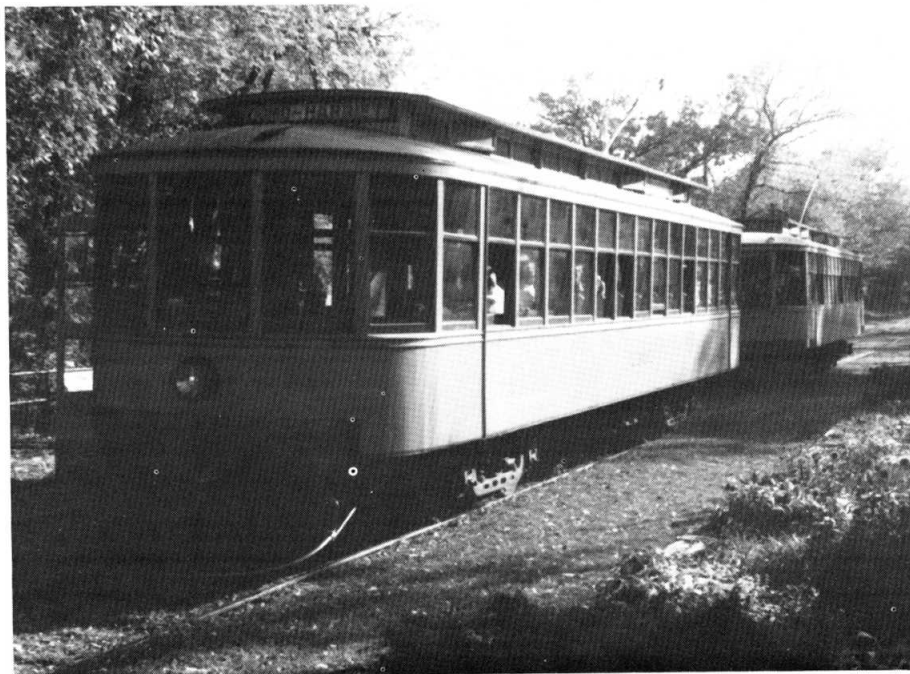
For four out of the last five years, the Traction Division has transported over 51,000 passengers during its annual scheduled operating season. Charter operations during the past three years has witnessed nearly a doubling of passengers carried annually. In 1979, 1,785 people rode in charter operations. In 1981, the figure had risen to over 5,000 annually!

The following is the statistical tabulations for 1981 at Lake Harriet.

	Regular	Charter	Total
Mar/Apr	1,479	0	1,479
May	5,045	789	5,834
June	8,263	1,379	9,642
July	12,822	1,682	14,504
August	12,145	862	13,007
Sept.	5,144	190	5,334
October	1,148	99	1,247
Totals	46,046	5,001	51,047



Another view of 265 at Lake Harriet Station with the lake in the background. Photos by Fred Rhodes.



Car 1300, foreground, led car 265 to Lake Harriet Station during a photo run at the picnic Oct. 11. Because 265 was down to one drive motor, it carried no passengers and went no further than 42nd St.

11 year attendance and ranking:

Rank	Year	Passengers
1	1977	51,794
2	1980	51,315
3	1979	51,292
4	1981	51,047
5	1972	44,273
6	1973	44,197
7	1974	42,421
8	1976	41,919
9	1978	38,834
10	1975	38,526
11	1971	19,018
Grand Total		474,636

Had one visited and/or participated in the variety of activities at CHSL over the past summer operating season, one would have noted much—scores of tie replacement, cribbing along the right-of-way and in the car yard area, garden improvement at Lake Harriet Station, overhead realignment and tightening, car yard area beautification, car barn interior upgrading, near completion of car 265 restoration and initial mechanical/electrical testing, successful picnic, a

public relations slide/tape presentation, tree branch and brush removal—and more!

Yet, a greater benefit is the intrinsic reward derived by member participation in one or more of the activities at the Lake Harriet site; the inner self worth by the individual as he or she contributes toward the perpetuation of the goals of the Traction Division. Recognition for services rendered include:

John Prestholdt, Superintendent for Scheduling - Regular Operations
Judy Sandberg, Superintendent for Scheduling - Charter Operations
Walter Strobel, Roadmaster
Loren Martin, Superintendent for Vehicle Maintenance
Dale Hromadko, Brochure Inventory/Distribution Control
Grant Arneson, MTM Treasurer and Supervisor for Divisional Cashiers;
Ken Snyder, **John Prestholdt**, **Gary Neunsinger**, **Ray Bensen Sr.**, **David Barnett**, and **Walter Strobel**.

And thanks to the following individuals who contributed to operations, maintenance, and/or restoration for the Traction Division.

Keith Anderson **Jerry Martin**
Grant Arneson **Loren Martin**
Dave Barnett **Charles McCarthy**
Martin Belland **Carol McCarthy**
Ray Bensen Sr. **Robert McNattin**
Casey Bensen **Marjorie Meyers**
L. L. Beyer **Robert Mirick**
Herbert Bodlund **Helen Murphy**
Bernard Braun **Gary Neunsinger**
Bruce Brunette **Lorraine Nilsen**
William Campion **John Nordale**
Eugene Corbey **David Norman**
Bill Cordes **Ray Norton**
Harold Dalland **Ralph Odegard**
John Dewitt **George Obermeyer**
John Dillery **Bill Olsen**
Blair Dollery **Byron Olsen**
Robert Dumas **Greg Olson**
Phil Epstein **Stephen Olson**
Michael Flaherty **Richard Olson**
Thomas Flemming **Russell Olson**
David Gepner **Steven O'Rourke**
Steve Glishinski **James Otto**
Bill Graham **John Peterson**
Nils Halker **Robert Phillip**
Jay Halvorson **Herbert Pinske**
Chris Hammond **Norm Podas**
Jim Harrison **John Prestholdt**
Roy Harvey **Robert Reineck**
Scott Heiderich **Fred Rhodes**
Ken Holley **Frank Sandberg**
Walter Hotvet **Judy Sandberg**
Neil Howes **John Schmidt**
Dale Hromadko **Larry Schreiber**
Fred Hundt **Robert Schumacher**

Aaron Isaacs
George Isaacs
Gust Jessen
Alvin Johnson
Dennis Johnson
Ted Kane
Corbin Kidder
Larry Knott
Rick Krenske
Brian Krysinski
Dennis Larson
Keith Lindberg
Bob Macnie

Ken Snyder
John Stein
James Strobel
Walter Strobel
Lyle Vogt
Dudley Swedberg
Michael Walman
Scott Wandrope
Terry Warner
Don Westley
John White
Richard Wilcox

You, too, need to be a part of the tradition of the Traction Division as we head into season 1982. We seek to develop a crew of car cleaners, and a new crew of garden and station grounds attendants, along with opera-

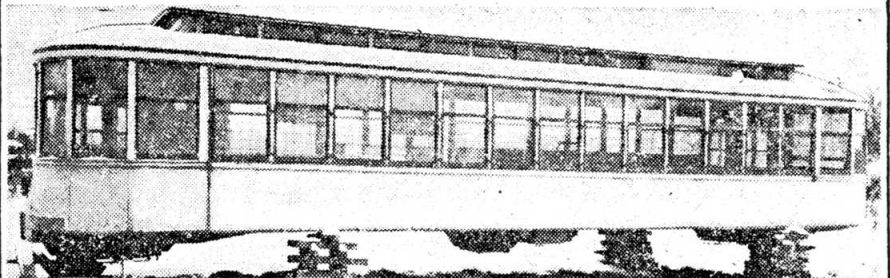
tors, maintenance and restorative staff. We should have twice the number of people that we currently have. Won't you consider joining? Membership should mean participation when you can. Won't you help? Don't wait for us to call you. Contact your officer for Traction and tell him or her of your interest to want to help out for the coming season.

Although restoration continues through the winter, January and February will be bringing planning and organizing for summer projects in maintenance and operations. Drop a card. Give me a call.

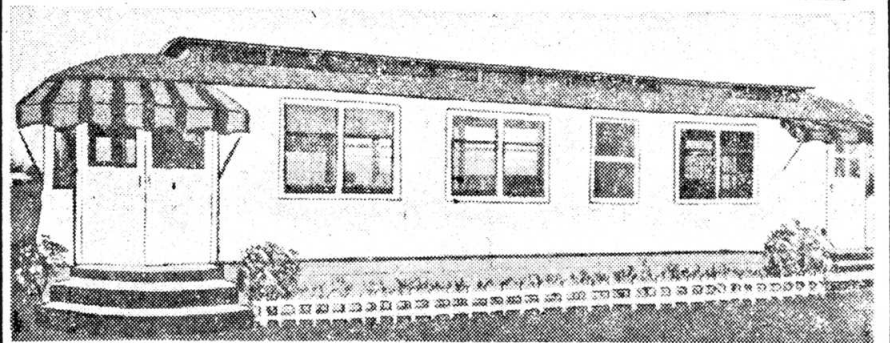
Mike Buck
Vice President, Traction

STREET CAR BODIES-\$395

DELIVERED FREE UP TO 100 MILES



ACTUAL PHOTOGRAPH OF STREET CAR READY FOR DELIVERY



THIS IS WHAT HAS ACTUALLY BEEN DONE WITH ONE OF OUR STREET CAR BODIES
With a little time and effort you can easily make this into a \$4,500 home such as is pictured above.

Steel constructed street car bodies, insulated, storm windows, all weatherproof, and includes seats, stoves and wired for electricity. In excellent condition.

TERMS AS LOW AS \$5.00 PER WEEK

SUITABLE FOR: Lake cottages, farm buildings, diners, motels, construction offices, storage units, used car offices, etc.

DIMENSIONS: Length—46' . . . Width 9' . . . Height—10'. WE ALSO HAVE BUSES FOR SALE.

TRANSPORTATION SALES CO.

HO. 8272

12 miles S.W. of Mpls. on Hiways 169 and 212. After hours call COlfax 0131
Wire, phone, or write. \$100.00 will hold one for future delivery.
MAILING ADDRESS: RT. NO. 1, HOPKINS, MINN.

Want to buy a streetcar body? This ad appeared in Twin Cities newspapers in 1953 and 1954. Transportation Sales Co. sold about 200 of the TCRT cars. Despite the photo caption in the ad, it is obvious that the lower photo is a heavily-retouched copy of the upper photo.

Over 300 Attend MTM Picnic

MTM's 5th annual Streetcar Company Picnic for museum members and their families was held at the Linden Hills carbarn site, Sunday afternoon, October 11. Well over 300 people enjoyed a sunny, fall afternoon, with the air spiced in an aroma of hamburger, bratwurst, and beans. The bill-of-fare was complemented with a "pot-luck" sharing of salads and desserts (of which the recipe of one is reprinted below) that were generously donated by numerous museum members. **Mike Buck** exhibited a newly-created audio visual slide-tape presentation on the Como-Harriet Streetcar Line.

That the picnic was a success was due especially to those individuals who assisted in its preparation: "chef's par excellence!" - **Scott Heiderich** and his wife, **Kathy** (who deserves special commendation for spending the previous evening in preparation of bratwurst), **Ray Bensen Sr.**, **Casey Bensen**, **Walt and Cori Strobel**, **Gust Jessen**, **Roy Harvey**, **Ken Snyder**, **Grant Arneson**, and **Dave Rushenberg**.

A special thank you is extended to all who contributed cash donations to help defray ever-rising costs for the picnic, and also to those special people who assisted in the site set-up and tear-down/cleanup operations, so much needed for a successful day!



1300 'On Display' in California

Our west coast railfan reporter, **George Horn**, of Mountain View, Cal., wrote to let us know that the walls of the Dairy Queen outlet in his town are covered with photos of happy people engaged in various sports activities.

One of the murals shows a Como-Harriet streetcar standing with its doors open. George has seen the picture in other outlets as well. As a reader of the *Minnegazette*, George recognized the scene but wondered about its association with Dairy Queen. He then discovered that Dairy Queen's headquarters are in Minneapolis and wondered how many other DQ's around the U.S. have 1300 on display.

Last, and equally important, were all those people who attended and participated in a super fantastic day, for it is they who signalled the 5th Annual Streetcar picnic a true success.

Copper Penny Salad

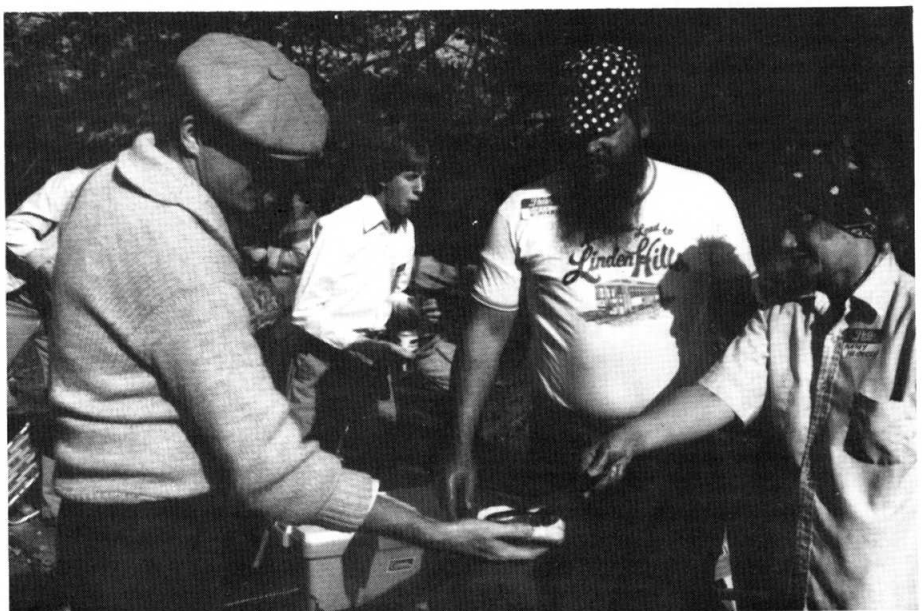
One of the hit delectibles at the MTM picnic in October was the Copper Penny Salad prepared by **Cori Strobel**. In response to many in-

quiries, Cori would be happy to share her recipe with the membership. Give Cori a call at 922-4706.

For the Committee
Mike Buck



Fine fall weather brought out the membership in droves to MTM's picnic Oct. 11. Smoke is rising from Scott Heiderich's grill, not 265's front truck motor which was at the shops having its amature rewind.



Bob Ball, left, sampled some of **Kathy Heiderich's** cooking as husband, **Scott**, looked on. Photos by **Fred Rhodes**.

Thank You . . .

Mr. Harry Crooks was one of many visitors who stopped by and chatted with museum members, staffing the organization's display at Roseville's Har Mar Shopping Center's model railroad show in November. Mr. Crooks is currently employed at the Metropolitan Transit Commission's Shingle Creek Garage.

But more interesting was his relating to museum members that he was a motorman on TCRT car 1300. During the course of his visit, he shared many fond memories of that bygone era.

Mr. Crooks joined TCRT as a motorman in January 1947 and was assigned to East Mpls. Station. Throughout his career, he worked cars and busses from East Side, Nicollet, and North Side Stations. Crooks recalls that on many occasions he was assigned to car 1300. Job advancement took him from the controller and driver's seat to administration, and when MTC's Shingle Creek garage opened, he transferred up there.

Indeed, he was one of many fine visitors to the MTM booth that Saturday. Memorable, however, was Mr. Crooks' return to the booth on Sunday. Mr. Crooks was impressed enough with our display and by the members attending it that he deemed it worthy to donate items from the streetcar era to the museum. The items will be developed into a formal display poster which will include:

Transfers from the Nicollet-2nd St. NE. line (1946), Chicago-Penn-Fremont line (1950) and bus line (1956); bus employee passes, token purchase receipt book (1948), and money bag tags, and two St. Paul streetcar city license plates (1952 and 1953).

The museum thanks Mr. Crooks for his good wishes and donation.

Phil Epstein, Mike Buck



MTM's steam train in tow, courtesy of Burlington Northern, at Lyndale Junction in Minneapolis on Sept. 28 after spending the weekend on display in Wayzata. N.P. 328 was down to 10-15 lbs. pressure so brake lines were run through her and the train from BN's engine (out of view to the right) to provide braking power. Several BN coaches bound for Como Shops were hooked on at this junction for the ride back. Photo by Marty Withuski.



Harvey Westberg of Forest Lake took this photo of No. 328 pulling that last train from Taylors Falls on the Taylors Falls-Wyoming branch of the Northern Pacific just before the line was torn out in June, 1948. Train is on the trestle just south of Taylors Falls.

Railroad Operations

"For all you do, this Bud's for you!"
... Budweiser.

Many literary pieces I've read begin with an appropriate quote from Shakespeare, Keats, Shelley, Browning, etc. I felt the above, however, was not only more befitting our group, but it also expressed my feelings quite well.

I would, in reflecting on the past year, like to salute all the people who have worked together to produce several great railroad events.

Our restored steam locomotive No. 328 has been seen by thousands in static display and under steam in full revenue service during the past season. Our members have had the opportunity to run the engine; the public has had a chance to see how a steam engine works; and we have all had the satisfaction of knowing we performed extremely well under sometimes adverse conditions. As I've often said, we didn't have a problem-free operating season, since such a thing is impossible, but we did have a solution for every problem, which is what makes us a cut above and different from any other group.

I'd like to take this opportunity to thank the people who have made all this possible.

- From crawling in a hot firebox to repair a leaking tube; to taking brilliant pictures that drew national attention;
- From spending hours on the phone talking people into working long hours for no pay; to giving emergency CPR to a balky air conditioning unit on the 1096;
- From taking 3 or 4 vacation days just to move our consist 3 or 4 miles; to inventing a ticket reservation system on the spot;
- From trying to run a steam engine on a revenue run when somebody else is trying to apply the air brake for you; to converting a derelict Chicago commuter car into one of the finest railfan coaches anywhere.

To all the people who made it happen, thank you!

I'd also like to thank **Bob McNattin** for taking over for me while I was "bad ordered" and **Jay Halvorson**

for handling the Minnehaha Depot so well.

Robert M. Ball
Vice President, Railroad

GN President's Car Joins Livery

In addition to the railroad equipment acquisitions mentioned elsewhere in this issue, MTM has just acquired BN platform car No. B-7 for \$5,500, with \$3,000 loaned to the Museum for the purchase by members and \$2,500 donated by John Baldwin of California (Mr. Baldwin, among other things, is a travel agent operator of private railroad cars). B-7 was built in 1911 by Barney & Smith as a sleeper, and was converted in the mid 20s to the Great Northern president's car A-1. It was modernized in the late 40s, and later renumbered A-6, then B-7 when it became a BN computer system training car. B-7 has a steward's bedroom plus another small bedroom.



Lake St. Croix Limited, ancestor to the Stillwater Express, was the last run of Locomotive 328 before going into the roundhouse and retirement six years later. Many MTMers, members of the former Minnesota Railfans' Assn., likely

are represented in this historic photo. Bill Olsen, owner of the photo stands at open collar. In front of Olsen to his left

More Thanks . . .

Many thanks to all who helped on the railroad operations in 1981—operators and maintenance personnel such as Jim Bertrand, Shawn Garin, Bob Renz, Dave Rushenberg, John Winter, and others.

Also a big thanks to the many, many, members who volunteered their time as crossing guards, coach attendants, parlor car attendants, car 1102 ("Triple Combine") attendants, platform attendants, and ticket sales personnel. This list of over 100 members included:

Keith Anderson	Jean Kane
Grant Arneson	Ted Kane
Bob Ball	Richard Kasseth
Connie Ball	Larry Knott
David Barnett	Brian Krynski
Dave Baubel	James Langen
Ron Beck	Brenda Larson
Casey Bensen	John Larson
Margaret Bensen	Bryan Lehrohl
Ray Bensen Sr.	Hudson Leighton
Frank Bifulk	Bob Macnie
Drew Bjorklund	Charles Marks
Bernie Braun	George Marks
Jeff Braun	Bill Marshall

Gayle Bromander	Jerry Martin
Mike Buck	Loren Martin
Bill Campion	Mike Mazzitello
Harold Carlson	Carol McCarthy
Bob Clark	Charles McCarthy
Joan Clark	Pat McCarty
Mitch Cline	Bob McNattin
Gene Corbey	Tom Mega
Bill Cordes	Helen Murphy
Harold Dalland	Dave Norman
John Dillery	Gary Neunsinger
Barney Donahue	Ray Norton
Cortzie Downs	Byron Olsen
Jim Ellman	Bill Olsen
Phil Epstein	Russ Olson
Mark Fedor	John Prestholdt
Dave Gepner	Fred Rhodes
Steve Glischinski	Orville Richter
Bill Graham	Dee Rushenberg
James Grunnet	Lee Rushenberg
Nils Halker	Frank Sandberg
Jay Halvorsen	Judy Sandberg
Phil Hanson	Steve Sandberg
Jim Harrison	Don Schlais
Roy Harvey	John Schmidt
Kathy Heiderich	Jeff Scholler
Scott Heiderich	Bob Schumacher
Gary Heininger	Ken Snyder
Craig Hinton	Terry Spangler

Walt Hotvet	John Stein
Dale Hromadko	Ron Urbanski
Roger Hunter	Lyle Vogt
Aaron Isaacs	Jim Weist
George Isaacs	John Wild
Tony Jenkins	Dorothy Wingard
Dennis Johnson	Ken Wingard
Ken Johnson	Martin Withuski

As you can see, it takes a lot of volunteers to make MTM's train operations a success. Our thanks to everyone.

Frank Sandberg
Scheduler



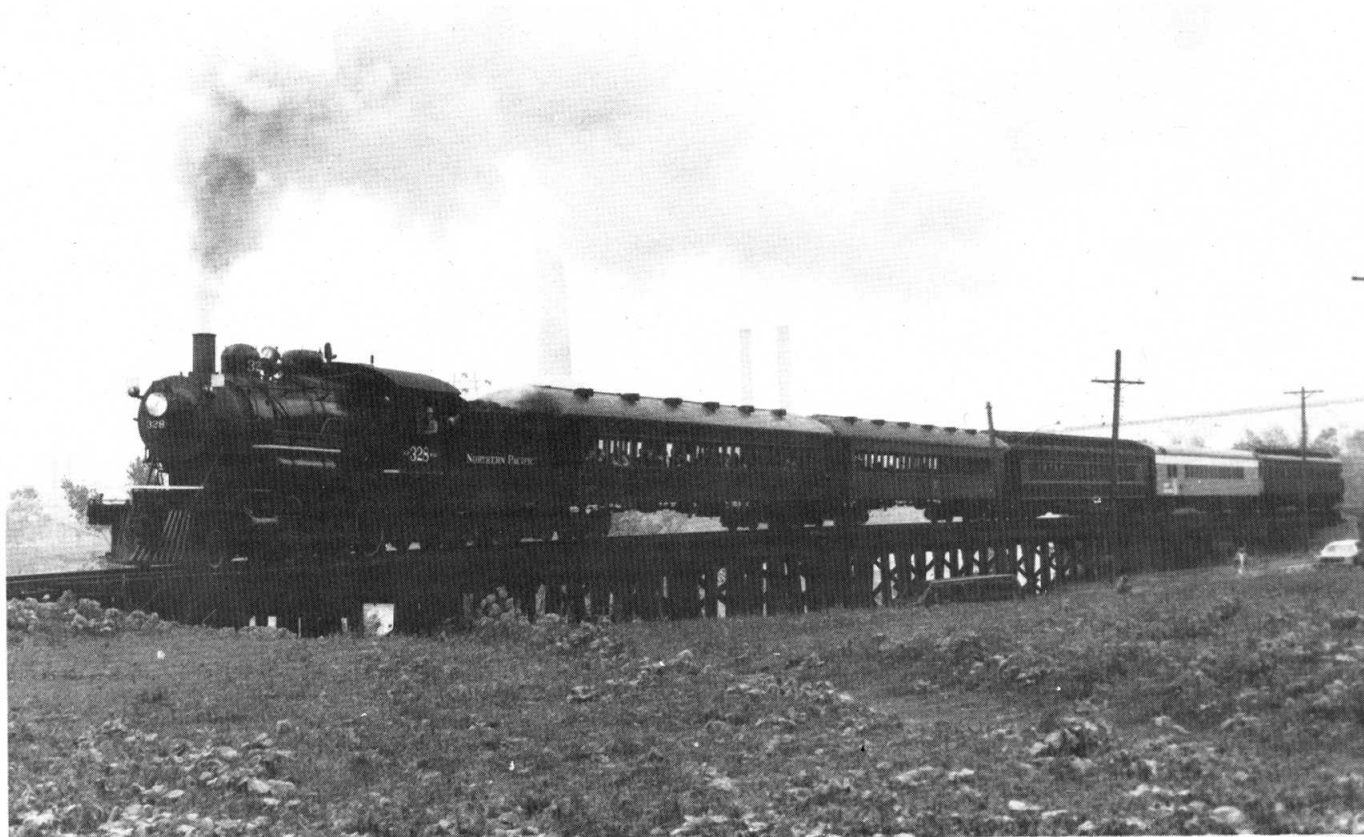
Photo taken on September 18, 1949, in Stillwater. The man in the suit with white shirt and tie is another MTMer, Ray Norton. Why not

let the Minnegazette know if you recognize others?



Good photos of the 1981 exploits of No. 328 keep turning up. Above is a Frank Sandberg shot of the New Brighton

Special and below is the Lilydale Limited photographed on a drizzly Saturday by Loren Martin.



And the Fleet Keeps Growing

Acquisitions and restorations remains a long-term objective of MTM. This past year (1981) was very productive in terms of acquiring rolling stock for MTM railroad operations.

We've added two Rock Island commuter cars (capacity 100 each) for a total of three high-capacity open-window cars for local excursion service. Three lightweight modern air-conditioned 56-passenger coaches were purchased from Burlington Northern (including No. 1096 used on the 328 outings) which, together with parlor-observation car Twin Ports, gives us four modern roller-bearing air-conditioned passenger cars.

The Burlington Northern also, in 1981, donated to the Museum Northern Pacific wood-sheathed caboose No. 1653, the last of its kind in active service. That caboose is presently undergoing restoration at MTM's Como Shops for use in 1982. Joslyn Pole Company donated a locomotive (self-propelled) crane with clamshell bucket, and the Onan Company donated a vintage flat car.

All of the equipment is undergoing restoration and most will be complete for the 1982 operating season. The revenue-generating potential of most of this equipment should ena-

ble MTM to amortize purchase prices in one operating season with funds left for future expenses.

The additional acquisition of a Milwaukee Road baggage-dormitory car (No. 1312) was made possible by a personal loan to the MTM by member Dave Rushenberg. This car will be restored and modified to provide sleeping quarters and shower facilities for MTM members working long hours at excursion sites.

A valuable aspect of the baggage-dorm purchase was the additional purchase of Milwaukee Road parlor car Spring Valley for resale to another buyer. During MTM's brief ownership of Spring Valley, the parlor car seats were salvaged for installation in the Twin Ports, which now becomes a doable project slated for completion in 1983.

In addition, the Museum owns Northern Pacific coach 1370, ex-GN parlor observation car 1084 Twin Ports, Rock Island commuter coach 2604, plus two additional wooden cabooses (CB&Q and Soo Line), a refrigeration car (reefer), a tank car, ex-BN baggage car No. 480, and the venerable triple combine 1102.

Bob McNattin, Chairman,
Acquisitions Committee

1981 ACQUISITIONS

Road	Car No.	Type	Price
Rock Island	2608	Commuter coach	\$3,500
Rock Island	2529	Commuter coach	\$3,500
Burlington Northern (ex GN, CNW)	1096	Lightweight coach	\$1,200
Burlington Northern (ex GN, CNW)	1097	Lightweight coach	\$3,500
Burlington Northern (ex GN)	1213	Lightweight coach	\$4,100
Milwaukee Road	1312	Baggage dorm	\$3,500
Joslyn Pole Co.		Crane (mobile)	Gift
Onan Company		Flatcar	Gift
Burlington Northern		Caboose	Gift

Funds Sought For Acquisitions

The acquisitions committee of the MTM is presently engaged in an intensive fund-raising effort aimed at foundations. Purpose is to obtain grants that will be used to acquire and restore to operating condition (and, inevitably, operate) vintage railroad passenger equipment.

The proposals being sent to the various potential contributors to MTM do not confine or restrict MTM to specific projects. However, they do state outright our organization's intention to acquire and deploy an operating excursion train capable of performing on mainlines and bringing the MTM's spirit and educational message to communities throughout the state and territory. This project will complement-and not compete with--the localized weekend operations of NP 328.

MTM has reached a crossroads of opportunity: Our railroad operations in 1981 generated widespread respect, enthusiasm and support. They also generated increased membership, and, hopefully, a larger labor pool for our shop operations. It's the principal purpose of the fundraising efforts now in progress to nourish our treasury so that the MTM can acquire and restore historic railroad equipment as the opportunities present themselves.

Much discussion and many meetings will determine exactly what is acquired, in what order, how and when it's restored, and subsequently used. But there is no doubt that we are looking at the twilight years for historic railroad passenger equipment that now languishes unused, or in worktrain service, on the properties of major railroads or in the hands of private owners. It's one of the avowed purposes of MTM to save and OPERATE such equipment, and the time has come when it must be acquired as it becomes available.

Hence this most important fundraising effort.

Dennis Johnson, VPPR



Roundhouse Game - Single-Track Railroading, Part 1

One of the most exciting aspects of railroading, "single-tracking," is essentially unavailable to railfans. With only one train and no track, MTM cannot possibly emulate single-tracking, and a railfan cannot experience single track intrigue merely by standing beside the track watching the trains roll by (exciting as it is to all of us). Remember that the train dispatcher never sees any of the trains under his/her responsibility and yet has perhaps the most fascinating and challenging of all railroad jobs.

In this issue of the **Minnegazette** (and the next), I have joined forces with Chicago & Northwestern train dispatcher, **LeRoy Peterson**, to give you a taste of single-track railroading—a parlor (or roundhouse or wherever you are) game about single-tracking.

Below is a partial timetable for the territory and era in which I "pounded brass." The problem presented occurred every several weeks. The data presented are sufficient to give you all kinds of intriguing aspects of single-tracking.

The Year: 1954.

The Railroad: C&NW Rv.

The History:

Built 1853 and 1862 - Scheduled for abandonment, 1983.

The Traffic:

8 daily passenger trains, 2 scheduled freight trains, and the Harvard-Caledonia "switch run."

The Tonnage:

From Beloit to Caledonia	2520 gross
From Caledonia to Beloit	2940 gross
Between Harvard and Caledonia	3570 gross

The Speeds:

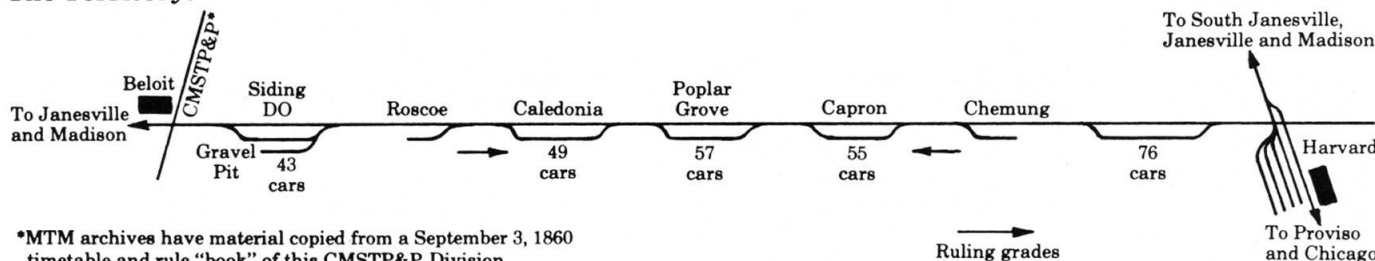
Passenger, 60 mph

Freights, 50 mph

All trains, Caledonia curve at east end of siding, 25 mph max.

All trains, CMSTP&P crossing, 15 mph max.

The Territory:



The Communications: Harvard and Beloit are the only open telegraph offices.

The Trains:

No. 507 - Engine 2908 (see cover photo), Conductor Ball, Engineer Bertrand, 9 cars, the Northwestern Mail, due out of Chicago at 12:05 a.m., leave Harvard at 2:01 a.m., and due into Madison at 5:15 a.m. In addition to an RPO and storage mail, it has carload express, two coaches, and dead-head parlor, diner, and Pullman.

No. 591 - Engine 2565, Conductor Hohum*, Engineer Plodalong, 41 loads, 5 empties, 2800 tons, manifest freight due out of Proviso (Yard 8) at 8:15 p.m., leave Harvard at 2:15 a.m., and due into Madison (Monona Yard) at 3:15 a.m. This train carries freight from Proviso and EJ&E at Barrington to Beloit, Madison, and points west and northwest.

No. 594 - Engine 2528 (see photo), Conductor Rushman, Engineer C. Jones, 35 loads, 9 empties, 2275 tons, the eastbound brother of 591, due out of Monona Yard at 5:45 p.m., leave Beloit at 12:55 a.m. (3 cars of livestock must be unloaded by 6:00 a.m.), and into Proviso (Grand Avenue) at 1:01 a.m.

Extra No. 2362 east "The Sandman" - Conductor Frozenfoot, Engineer Sleepwalker, 24 loads, no empties, 1688 tons, pick up 20 loads, no empties, 1902 tons at the west end of Caledonia siding and take to Harvard. Estimated to be ready to leave Siding DO at 1:01 a.m. Will need to take water at Harvard (or Beloit) no later than 4:15 a.m. This job makes regular trips of sand and gravel from Beloit to the airport construction at Glenview and O'Hare.

* Names suggest the manner in which these men would operate their respective trains.

Extra No. 2519 west "The Chain Gang" - Conductor Wiseman, Engineer Goodguy, 19 loads, 59 empties, 2935 tons, estimated to be ready to leave Harvard at 2:45 a.m. (unless he takes on beans—40 minute delay). This job is a drag from Proviso with cars that did not make 591, plus empty gons for tomorrow's "Sandman."

The Orders:

At the time the game starts, the last of the following orders has been issued and the "Sandman's" conductor has left the Beloit depot with an estimated 35 minutes work to pick up his train. Assume "the die is cast." There is no chance to change the orders because the "Sandman" cannot be reached. Here are the orders.

Order No. 28: To: C&E (Conductor & Engineer) Engine No. 2362, Beloit. After No. 594 has passed Beloit, Engine No. 2362 run extra Beloit to Harvard.

Order No. 29: To: C&E No. 507, Harvard; C&E No. 594, Beloit; C&E extra 2362 east, Beloit. No. 507 run 15 minutes late Harvard to Beloit.

Order No. 30: To: C&E No. 591, Harvard; C&E extra 2362 east, Beloit. No. 591 run 2 hours and 50 minutes late Harvard to Beloit.

Order No. 31: To: C&E Engine No. 2519, Harvard; C&E extra 2362 east, Beloit. Engine 2519 run extra Harvard to Beloit with right over extra 2362 east. Extra 2519 west wait at Harvard until 2:50 a.m., Capron until 3:01 a.m., Poplar Grove until 3:10 a.m., and Caledonia until 3:20 a.m. for extra 2362 east.

Order No. 1: To: C&E No. 507, C&E No. 591, C&E extra 2519 west, Harvard. All trains due at Harvard up to 10:10 p.m. have arrived and left.

The Block System: Manual Block rules.

The Rules:

Times in the table are departure times. Train superiority (most superior listed first and least superior listed last): No. 507, No. 594, No. 591, and the extras. Order No. 31 makes extra 2519 west superior to extra 2362 east. Inferior trains must "clear the main" at least five minutes before the time a superior train is due, or else protect with a flagman, fusees, and "guns." A train must not follow a preceding train closer than 10 minutes (This applies at telegraph offices or at sidings when

being passed).

The Start:

At 12:25 a.m., Conductor Frozenfoot walks out of the Beloit telegraph office with his orders and will be incomunicado until he reaches Harvard.

The Problems:

1. (Utopia) Fill out the "You" columns of the time table to show the estimated arrival, departure, and passing times at each station if everything goes according to plan.

2. (Reality) Fill out a copy of the blank sheet to show what happens if:

- a) the crew of extra 2519 west takes beans at Harvard and leaves at 3:20 a.m.
- b) extra 2362 east bursts an air hose in the middle of the train at 2:35 a.m.
- c) 594 sets out a hot box at the east end of Poplar Grove siding
- d) you name it!

The Time Table:

extra 2362 east	594		Miles	Station	507		591		extra 2519 west
	A	You			A	You	A	You	
	p.m. 10:28		0	Harvard YL 2.6	a.m. S 1:40		p.m. 11:45		
	10:23		2.6	Chemung 4.1	1:44		11:48		
	10:15		6.7	Capron 5.1	S 1:53		11:56		
	10:00		11.8	Poplar Grove 3.7	S 2:02		12:02		
	9:58		15.5	Caledonia 7.4	f 2:09		12:10		
	9:05		22.9	Roscoe 4.4	2:18		12:22		
	8:50		27.3	Siding DO YL 1.0	2:23		12:30		
	8:35 p.m.		28.3	Beloit YL	2:25 3:05 a.m.		12:40 a.m.		

Legend:

A = Actual Schedule You = Your Guess S = Scheduled Stop f = Flag Stop YL = Yard Limits

The Solutions:

In the next issue of the **Minne gazette**, C&NW Train Dispatcher LeRoy Peterson will give his solution to these problems.

Bill Marshall



Chicago & Northwestern steam engine No. 2528, class J-A, 200 PSI, with 64-inch drivers providing 62,000 lbs. tractive effort, stoker fired. Note staybolts left exposed by holes in jacketing which facilitated frequent inspection. The Box

Pox drivers were uniquely styled by the C&NW. The large tender extended the range of the rebuilt, more powerful 2-8-2 engine. Photo courtesy of C&NW.

Order Hats Now

The deadline for ordering the pill-box style cane-type conductor's/motorman's hats has been extended to January 20. If you wish to order a hat, contact **Mike Buck** and submit the following information in writing:

Name, address, phone, hat size, a check for \$18 payable to MTM.

Send check and information postmarked no later than January 20. This will probably be the last order submitted for sometime into the future.

Mail to:

HATS

%**Mike Buck**

3101 E. Lake Calhoun Parkway,

Apt. 303

Minneapolis, MN 55408.

To those who ordered hats, and have not picked them up, this constitutes the final notice that you should contact Mike to secure your purchase.



1300 Gives Way to Minnehaha Falls

Fame is fleeting. No sooner does streetcar 1300 grace the covers of 800,000 Minneapolis white pages telephone books for 1981, then suddenly the 1982 books featuring the beautiful Minnehaha Falls arrive. It was a fast 12 months that the old car was Ma Bell's cover girl.

Many riders admitted to riding the Como-Harriet Streetcar Line for the first time this past summer in part, we're sure, to seeing 1300 on the phone book cover. Many of the 1981 books, or at least their covers, will be saved as a memento to the year when 1300 was center stage.

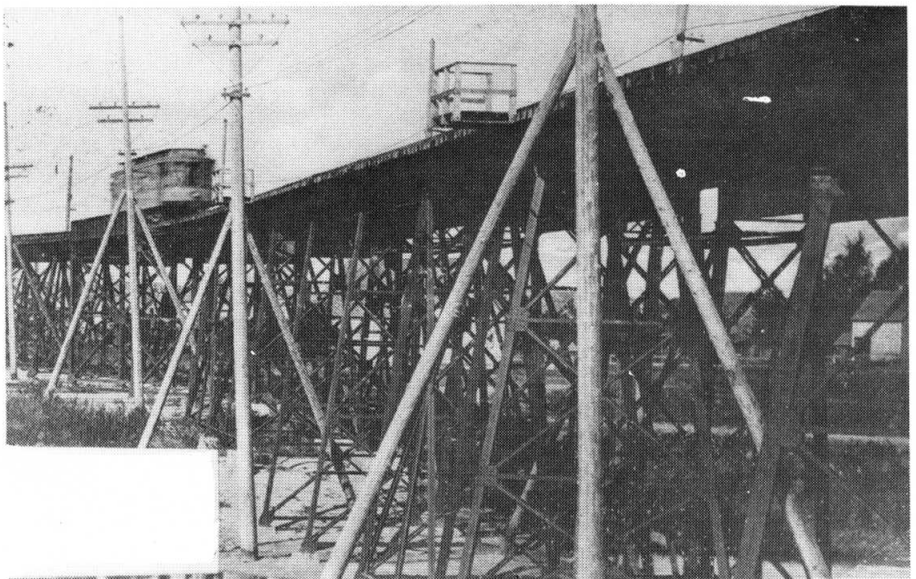
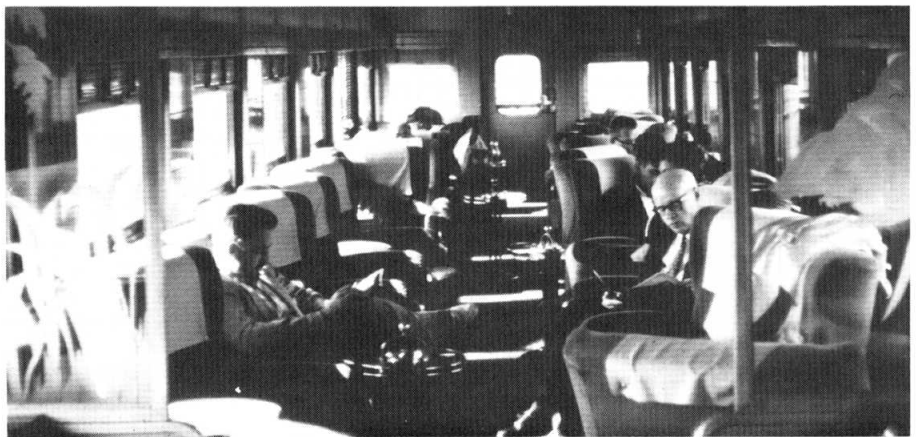
We hope that the cover attracted many new riders—and repeat riders—for years to come.

The Minnehaha Falls cover may help the museum also. More visitors may pass through adjacent Minnehaha Depot ("The Princess") which is staffed and maintained by MTM for the Minnesota Historical Society.

Now if we can get our NP steam engine No. 328 on a cover

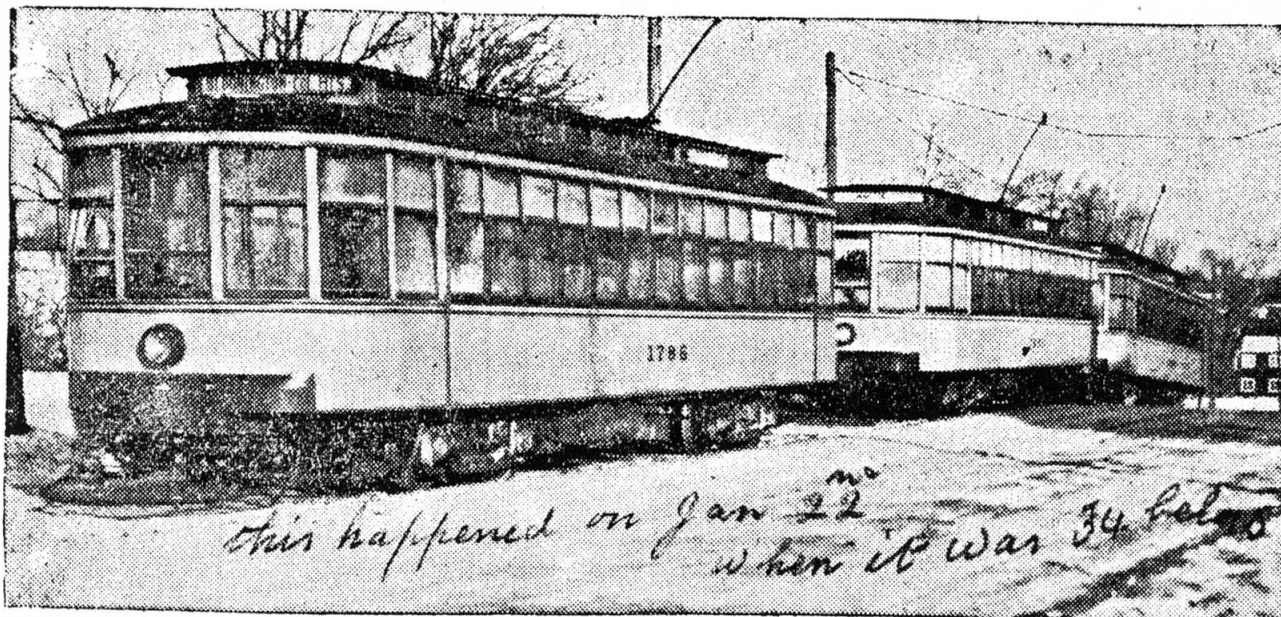


Twin Ports brought up the rear of Great Northern's Badger in Superior, WI, one afternoon in 1960. Twin Ports has been owned by MTM for several years, and a large portion of the Onan Foundation loan will be used to complete its restoration. Seats, like those it once had (below), have been salvaged from an ex-Milwaukee Road parlor car. Photos by Dennis Johnson.



A TCRT car speeding across the famous Hopkins viaduct, in use until 1951. Postcard from the Bob Bowes collection.

FROZEN STIFF? SO WERE THESE STREET CARS



Out at Bloomington avenue and Fiftieth street, this trolley tie-up occurred when the first car froze to the rails. When it reached the top of a grade on the approach to Fiftieth street the Bloomington avenue car stalled. Other cars formed a tandem in an effort to restore motivation, but it was no use. Other cars were forced to turn at the Forty-eighth street Y.

—Tribune Staff Photographer.

Minneapolis Tribune news story that appeared after the January 22, 1936. Clipping from the John Moscrop Twin Cities recorded its all-time low temperature of -34°F on collection.



Bill Graham carefully positioned newly-cut wooden beams for N.P. steam engine 328's pilot at Como Shops during final stages of restoration in the winter of 1980-81. Photo by Bob Renz.

Grow With Us!

The sensational debut of MTM's steam train in 1981 brought out crowds by the thousands and a dramatic increase in MTM's membership. That was fortunate because it takes many people to help operate a steam train—and a streetcar line as well.

But there still is a need for even more members in 1982 because of big steam train plans yet to be announced. This year also will see our first multi-car streetcar operations. Please consider joining MTM this year. We have a place for you. Grow with us!

☐ MTM FAMILY membership (\$20 per year). All members over 18 eligible to operate museum equipment.

☐ MTM ACTIVE membership (\$15 per year). Eligible to operate museum equipment.

☐ MTM ASSOCIATE membership (\$10 per year).

All members receive the bi-monthly **Minnegazette** magazine at their homes.

☐ I do not wish to join MTM, but would like to contribute to the restoration (tax-deductible).

Name _____ Phone _____

Address _____

City _____ State & Zip _____

Mail to: **Minnesota Transportation Museum, Inc.**
P.O. Box 1300, Hopkins, MN 55343



"Oak-Harriet" car No. 1473 southbound on Xerxes Av. S. at 48th St. in southwest Minneapolis in about 1953. The car would turn east on 50th St. and wye at 50th and Penn where it intersected with the "Bryant to 54th-Penn" segment of the

Bryant-Johnson line. The Oak-Harriet route took this car through the one-mile stretch of today's restored Como-Harriet Streetcar Line. Photo by Frank E. Butts.

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